

Advertisement.

## "Gets-It" The Corn and Callus Peeler

This Corn Remover is Guaranteed.  
Relief from corn suffering follows the  
application of "Gets-It" almost as quick  
as the knife follows the hand. A single  
knife in the flesh. Not only hard



corns or soft corns but every kind of  
corn or callus renders to "Gets-It"  
and peels right off. It takes just a few  
seconds to stop the pain with two or  
three drops. Go to your drug store  
today. Get a bottle of "Gets-It." Costs  
it a trifle everywhere. Your money  
back if not satisfied. Mfg. by E. Law-  
rence & Co., Chicago.



## Cuticura Beautifies Your Complexion

The daily use of the Soap cleanses and  
purifies the pores of the skin, thus prevent-  
ing blackheads and pimples. The Ointment  
used occasionally, as needed, soothes and  
heals any irritation or roughness.  
They are ideal for the toilet as is also  
Cuticura Acneum perfuming.

Sample Book Free. Write to: Cuticura Labo-  
ratories, Dept. 219, Malden, Mass. Sold every-  
where. Soap, 25¢. Ointment 50¢. Jar, 1.00.  
"Cuticura" Soap shines without mac.



## Stop It Now

Don't wait until everybody notices  
your gray hair, but send now for a  
free trial bottle of Mary T. Goldman's  
Hair Color Remover. Just as directed  
on a single lock, watch the gray streaks  
vanish. In from 10 to 15 days that single  
lock is again its natural color. Then  
get a full size bottle and restore all  
your hair.

Easily and simply applied by com-  
bing through the hair—nothing messy  
or sticky. Well over a million bottles of  
Mary T. Goldman's Hair Color Remover  
sold. I am not exaggerating in any way by saying  
that it is the natural color of my hair.  
Medium brown—dark brown—  
jet black—light brown—  
medium brown—light brown—

Name \_\_\_\_\_  
Street \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_

## "77" FOR COLDS

If you want to do a friend the  
easiest favor in the world;  
commend the use of "Seventy-  
seven," for Coughs, Colds, Grip,  
flu, Catarrh, Pains or Sore-  
ness in the Head, Chest and  
back, or better still, share your  
title.

To get the best results take  
"Seventy-seven" at the first  
cough or shiver.

Book on Diseases of "Every-  
living Thing"—mailed free.  
"77" for sale at Drug and Country Stores.  
Impress' Home Medicine Co., 136  
Hiam Street, New York.

## ILL RADIUM AT LAST OPEN THE DOOR OF THE GREAT UNKNOWN?

If you are sick and want to get well and  
why this element brings relief to so  
many, it is because it is the only  
element which penetrates the body  
and reaches the seat of the disease.  
You wear this Radio-Active Solar  
Radium Rays continuously into your system,  
giving a healthy circulation, overcoming  
drainage, throwing off impurities and  
restoring the tissues and nerves to a normal  
condition and the next thing you know you  
are getting well. Sold on a test proposition.  
You are thoroughly satisfied it is helping  
you, then the Radium is yours. Nothing all  
day and night. No trouble or expense.  
The most wonderful fact about the appli-  
cation of Radium is that it is so simple that  
it is within the reach of all rich and poor.  
To master how to use it, or how to  
stand it, we will be pleased to have you

Write to Our Risk.  
We will try for full information and  
send you a free trial bottle.  
New York Radium Appliance Co.,  
1 Hudson Street, Room 75.

## REVISION OF PORT SYSTEM PROPOSED

Engineers, in Symposium, Of-  
fer Plans for Developing  
Distribution.

A PROBLEM OF SERVICE  
Recognition Made of Individ-  
ual Objections and  
Ownership.

Twelve engineers and transportation  
experts have prepared a symposium for  
the American Society of Civil Engineers,  
which sets forth the glaring defects of  
the port system of New York, a system,  
said J. Shirley Eaton of the Federal  
Trade Commission, "which is bad from  
an economic standpoint, a political  
standpoint and a sociological and  
hygienic standpoint."

The symposium was made public yester-  
day by Col. W. J. Wilgus, president  
of the New York section of the society,  
who said that it was prepared as a part  
of the society's effort to lead, by a series  
of discussions, to the adoption of a  
metropolitan district plan for the logical  
and orderly development of the com-  
munity around the waters of New York  
harbor.

"The problem is of importance not  
only to the nine or ten million people  
who live here," Mr. Eaton continued,  
"but to those who live in the adjacent  
territory in the hinterland, a vast popu-  
lation that get their supplies and live  
economically upon the activities of this  
great port. It must be considered pri-  
marily with regard to any individual  
ownership and without regard to city or  
State line. It must be approached as a  
service problem, service in all its phases,  
not merely transportation, market ser-  
vice. The individual profit must be con-  
sidered in the secondary phase of it. The  
theory of the man who operates must be  
that he gives to get. He must give first  
and then get."

"There is no reason why the Hudson  
River lines and the Sound lines should  
use extensive water fronts with deep  
water on the west side of Manhattan,"  
Col. F. A. Moller, formerly chief en-  
gineer of the New York and New Jersey  
Gloucester Railroad, said, agreeing with  
Mr. Eaton, that if the port of New  
York were "properly handled, like Lon-  
don or some of the foreign ports, the  
lines would be detailed to an area on the  
East River, quite as convenient for  
them as where they now are."

Lost Time Is Costly.  
That New York does not pay for the  
work that is done, but for the time that  
is lost, was asserted by John P. Halli-  
man, a member of the New York sec-  
tion of the American Society of Civil  
Engineers, who said that it was time  
for "mass action of the community."

"The solution of the problems of the  
metropolitan district is not a simple  
plan, but the application of busi-  
ness common sense. There is going to  
be occasion for the exercise of a good  
deal of diplomacy in persuading the  
different commercial interests involved  
in transportation here to carrying out  
any plan," continued Mr. Halli-  
man.

"Human nature is such that nearly  
every public utility, whether it be a  
company or corporation having to do with  
distribution may decrease his enthu-  
siasm for any plan suggested in inverse  
ratio to the inconvenience, real or  
fancied, which may be caused him offi-  
cially, personally or corporately." Col.  
Charles D. Hine, formerly vice-presi-  
dent of the Southern Pacific Railroad  
and president of the old Sixty-ninth  
Regiment, said, adding that the real  
transportation problem is a terminal  
one, and that no solution is possible  
until it has been decided to measure the  
cost to the carrier and to the public  
of terminal congestion.

Reservoirs of Storage.  
"Division and reconcentration service  
performed by carriers is dear at any  
tariff because of the indeterminate cost  
of congestion which accrues. Where  
demand is not sufficiently constant to  
warrant a fairly uniform flow of traffic,  
a reservoir of storage must be provided  
and the unavoidable cost of redistribution  
be borne by the goods and not by the  
carrier."

Perishable food should ultimately be  
no exception to this fundamental. It is  
the duty of the proper public authorities  
of the metropolitan district to see that  
throughout the city, responsible private  
agencies sufficient cold or tempered  
storage to meet the predetermined con-  
sumption requirements for a given  
period, in the case of perishable goods,  
or other arrangements, to refuse accep-  
tance of shipments in excess of storage  
capacity at destination—in this case the  
metropolitan district. The production  
and would likewise be forced to provide  
proper storage facilities near point of  
origin. The expensive and uneconomical  
incongruity of straining the carrier by  
intensive seasonal movements could then  
be minimized."

Distribution and Costs.  
Market prices of "oysters donated by  
nature with twenty-five miles of Man-  
hattan which retail at 40 cents a dozen  
while Oregon potatoes in the same mar-  
ket are proportionately cheaper. These  
facts, it is pointed out, are not suffi-  
cient for the institution of a system of  
truck transportation in New York city,  
as proof that distribution affects ulti-  
mate costs to the consumer is not clear  
beyond doubt.

In order to effect economies of time  
and space at the terminals, W. C. Brin-  
ton proposes a vehicle that "can be run  
through the streets for a short distance,  
say a mile, from the freight station and  
into freight elevators of such size that  
they can be carried to the floor where  
they can be run through aisles of reason-  
able width. The machine can carry, for  
example, 5,000 pounds of canned goods,  
and can run into doors, turn from one  
side to another, and completely clear a  
pass twenty-two inches in width."

J. Bieker Miller suggested the estab-  
lishment of a freight depot by extend-  
ing the borough of The Bronx south-  
ward, "filling in the narrow, useless  
waterways which now separate The  
Bronx from Randall's and Ward's is-  
lands, and by in turn connecting these  
islands by bridges with Manhattan is-  
land. The entire north boundary of the  
terminal space could be margined by  
East 122d street, to which are at present  
connected all of the main north and  
south avenues of The Bronx."

NEWSPRINT TARIFF URGED.  
Canada Alone Exempted in House  
Plan by Manufacturers.

WASHINGTON, Feb. 5.—Stating that as  
a result of the present exchange situa-  
tion newpaper paper manufacturers in  
Norway, Sweden, Holland and Germany  
can sell their products in the United  
States at a price below production costs  
here, American newspaper manufactur-  
ers asked the House Ways and Means  
Committee today to impose a tariff of  
\$10 a ton on newsprint imported from  
any country except Canada.

The present rate is 12 cents per ton,  
valued at 10 cents a ton, free entry being  
accorded stocks below that value.

## GIFT PAJAMAS ON SALE

40,000 Suits Made for Army Fall  
Into Hands of Speculators.

WASHINGTON, Feb. 5.—Pajamas, 40-  
000 suits of which many by American  
women for the boys in France, but sold  
to the French Government after the  
armistice, are being sold in the United  
States through French and American  
speculators at \$2.45 a suit. E. Bick-  
nell, assistant director of the Red Cross,  
A. E. F., declared today before a House  
War Investigating Committee.

They were given to the army by the  
Red Cross and sold by the liquidation  
commission, he said, French speculators  
getting them from the French Govern-  
ment later and selling them to Ameri-  
cans who stripped them of the Red  
Cross insignia and marketed them here.

## ARMY SENDS PARTY TO ITALY FOR BLIMP

Three Officers and Five En-  
listed Men to Bring Back  
World's Largest Airship.

NAVY TO GET HUGE CRAFT

ZR-2, Biggest Dirigible Ever  
Made, to Fly Here From  
Britain in Spring.

There was gloom in Air Service circles  
from Minneapolis to Hoboken yesterday  
when three officers and five enlisted  
men left on the transport Canticum on  
their way to Italy to bring back to this  
country the Roma, the largest semi-rigid  
airship in the world.

The gloom was not because this country  
has to buy its first big lighter than  
air ships from the British and Italian  
governments instead of making them  
here, but because of the reprehensible  
jealousy of naval aviators. The mere  
sight of an army pilot was enough to  
make a naval flyer quake inwardly.

The reason for all this depression and  
elevation of spirits is that this spring  
the ZR-2, the largest dirigible in the  
world, manned by officers and men of  
the United States Naval Aviation Ser-  
vice, will start across the Atlantic from  
England at a sixth mile an hour, with  
her motors roaring defiance to  
tempest and ocean alike. And this same  
spring the Roma, pride of every air  
service man from rookie to general, also  
will start across the Atlantic, to be  
small pieces, carefully crated and stored  
in the hold of a cargo boat.

For various technical and official  
reasons, including the fact that army  
pilots are supposed to keep to dry land  
flying, the army flyers will not be al-  
lowed to fly their big blimp back. But  
somebody is going to be hurt, various  
prophets with wings on their olive drab  
tunics said yesterday, if the manner in  
which the Roma returns to this country

is not handled with care.

SALES AT AUCTION.

ADMINISTRATOR'S SALE.

H. HYAMS, Auctioneer.

Monday, February 7th, 10:30 A. M.

Long Island Storehouse,

Gates and Nostrand Avenues,

Furnishings of one of Brooklyn's finest

mansions.

Elegant damask and velvet draperies,

about 30 pairs of old rose, blue and other

colors. Lace curtains, Arabian Renaissance,

Irish point, Cluny and other bed sets, Doyles,

scarf, about 100 pieces of fine lady's lingerie

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## NATIONAL EDUCATION MEASURE PROTESTED

Knights of Columbus Object  
to Smith-Towner Bill.

The Knights of Columbus, with a  
membership of 800,000, officially an-  
nounced yesterday their stand against  
the Smith-Towner bill, which proposes  
to establish a national department of  
education headed by a secretary of edu-  
cation. The organization takes the  
broad ground that local schools are the  
exclusive concern of the several States,  
and protests against vesting in one in-  
dividual, the secretary of education, a  
measure of authority and control denied  
to any other individual.

Under the terms of the bill, its pro-  
test reads, "the secretary of education  
might withhold the State's quota if, in  
his opinion, the State had inaugurated  
any educational programme not in keep-  
ing with the provisions of the act."

"Whenever the Federal Government,"  
it continues, "undertakes to control and  
direct the education of the young it be-  
comes despotic. It usurps the function  
of the parent and it deprives the  
State of its constitutional prerogatives."

"The Smith-Towner bill is directly in  
conflict with American principles and  
precedents, and obstructive to the nor-  
mal development of real education in a  
democracy."

CHOCOLATE CORPORATION SUES.

BOSTON, Feb. 5.—The Schuchman  
Chocolate Corporation of New Jersey  
filed a bill of complaint in the Federal  
Court today, seeking to recover \$288,775  
from a score of individuals and cor-  
porations connected with or subsidiary  
to the Continental Sugar Products Cor-  
poration. Repudiation of a contract for  
the manufacture of cocoa powder was  
alleged.

HORSE PROTECTOR SHOT.

PITTSBURGH, Feb. 5.—A. S. Reed, a Gov-  
ernment lock tender on the Monaca-  
hela River at Brookville, Pa., and a  
volunteer agent of the Western Penn-  
sylvania Humane Society, was shot and  
perhaps fatally wounded today when he  
remonstrated with James Pindexter  
for driving an old horse down the  
streets.

SALES AT AUCTION.

On View To-morrow, Tuesday & Wednesday  
From 9 A. M. to 6 P. M.

At the Galleries of

FIFTH AVE. AUCTION ROOMS

333-341 Fourth Ave., Cor. 25th Street

An Unrestricted Public Sale of

Oil Paintings

By American and Foreign Artists

Belonging to the ESTATES of the Late

Hon. Charles Hazen Russell, William A. Warnock

and other private consignors

Including Important Examples by

W. C. Beaudouin, Carl Hubner